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All letters for publication should be written on one side of the paper only.
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HONGKONG OFFICE: 10A, DES VOUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 24th, 1908.

We recently reproduced from the Singapore Free Press an article (anent the order to close the opium divans) in which it was urged that Hongkong should provide itself with a "Hongkong Association" to deal exclusively with its own interests as a Crown Colony and to secure that these shall be directly represented to the Colonial Office when occasion arises. Our contemporary is apparently somewhat distressed to find that the Press of the Colony has given the idea no sign of support. "As we are rowing in the same boat with Hongkong," it says, "it will be a great advantage to us to hear that an Eastern Crown Colony, threatened by the same danger as ourselves, though in a less degree, will help to contribute to its own safety by ceasing to be a passenger and by taking an oar itself." The metaphor is a little puzzling. If Singapore is rowing with Hongkong, how can it be said in the same breath that the latter is merely a skulking passenger? We suppose that our contemporary means to suggest that it has been left to the Straits Association to make a recommendation about the ill-considered instruction sent by the Imperial Government to the Crown Colonies with regard to the closing of the opium divans, and that Hongkong stands to gain by the activities of that Association and not by any effort it is making on its own behalf. There is something about this representation of the situation that irresistibly reminds us of the ancient fable of the fly sitting on the axle-tree of a chariot wheel crying "Lo! what a dust I make!" The Straits Association may be

doing more than the fly on the axle-tree, but we can assure our contemporary that the protest of this community has been voiced quite as effectively as the protest of the Straits Settlements. The press telegrams announcing that the Secretary of State for the Colonies had telegraphed peremptory instructions sufficed to stir the community, and emphatic protests were made in the Legislative Council and by the General Chamber of Commerce. Hongkong's grievance has also been ventilated in the House of Commons. We do not see that a Hongkong Association such as our contemporary suggests could have done more. We hope to learn from the Governor's speech on the Estimates to-day that the protests of the community have had some influence on the policy of the Imperial Government.

The resolution of the Chamber of Commerce strongly protested against any arbitrary orders from the Imperial Government to close immediately the Opium divans in Hongkong, and, while expressing entire sympathy with all reasonable bona fide efforts for the mitigation of the abuse of opium, the resolution expressed the opinion that any action having for its object the immediate suppression of the sale and use of opium in Hongkong would have serious effects on the economic conditions here and lead to disastrous results to the Colony's prosperity unless similar action is enforced in China. The Hongkong Government was therefore requested to inform the Imperial Government that any hasty and ill-considered action taken in this matter to the detriment of the interests of the Colony would be generally resented, but that, on the other hand, a policy of gradual reduction similar in its action to the Imperial Government's agreement with India would be loyally supported.

We may add that besides the Legislative Council and the General Chamber of Commerce, the Colony has in the China Association a third mouthpiece. "What can the China Association know or care about the Crown Colony woes of Hongkong?" asked our contemporary in its first article on the subject. A better acquaintance with the annual reports of the China Association would have saved our contemporary from doing this very useful body the injustice of declaring that it neither knew nor cared anything about the Crown Colony woes of Hongkong. As the Hongkong Branch is evidently the most active unit in the organisation of the China Association, and as the London Committee embraces members who are thoroughly informed on Hongkong points, the China Association appears to us as competent as any other Association can conceivably be to concern itself with "the Crown Colony woes of Hongkong." At least, it is quite within the province of the Association to protest against the threatened action of the Government now referred to. Whether the Association has done anything in the matter is unknown to the general public. The Committee call no extraordinary general meetings of its members, nor do they communicate to the Press their resolutions, as is done by the Hongkong General Chamber of Commerce. Does the Straits Association differ very greatly from the China Association in that respect? Except at the annual gathering we seem to hear no more of the Straits Association than, as a rule, we hear of the China Association, and we suspect that if the Hongkong Association suggested by our contemporary were formed we should be hearing just as little. In the Eastern communities there is an inveterate tendency to leave everything to the Committees.

The V. R. C. Sports open to-day. The programme is varied and as all the entries are well filled the exhibition ought to be very enjoyable.

According to the typhoon warning received by the American Consulate General, Hongkong, yesterday the typhoon was over the eastern Visayas, moving W.N.W.

A telegram has been received at the Colonial Secretary's office from the Consul-General at Shanghai stating that declaration of infection as regards Hongkong and Canton has been withdrawn from 26th September.

The Rev. I. Grenaher begs to acknowledge with thanks the following donations for the Blind Home:

Sum already acknowledged ... \$722.00
W. Patterson, Esq. ... 35.00
East End Ch. Bnd. ... 5.00
Meth. Ep. Mission, Loon (China) ... 28.40
Basel Mission, Local (Chinese) ... 12.07

Considerable inconvenience was experienced at the Magistrate's yesterday through Mr. Kemp not being able to take his seat in the First Court till after noon. Several business people who had occasion to be present fretted not a little at the delay. The explanation, we understand, was that Mr. Kemp was engaged on extradition proceedings of an urgent nature, the Hongkong authorities being anxious to secure several people who are at Macao.

Mr. S. D. Seta courtly inform us that he received a telegram from Bombay yesterday evening announcing that the final of the Triangular Cricket Match played at Bombay resulted in the victory of the Presidency team by 119 runs.

A telegram received from the Manila Observatory last night by the American Consulate states that a typhoon was between the Visayan Islands and Luzon, moving W.N.W. Another typhoon was west of the north Carolinas, but the direction was unknown.

The eighteen Chinese seamen charged with wilfully disobeying the lawful commands of the master of the British steamer "Harbort" were yesterday sentenced to eight weeks hard labour, and to forfeit thirty days pay by Commander Basil Taylor at the Marine Magistrate's Court.

A figure which reminded the beholder of the motionless creatures associated with some of the Eastern religions attracted considerable attention at the Magistrate's yesterday. This man, who had been arrested for some offence under the opium regulations, sat on a bundle at the door of the court, with feet crossed under him and eyes closed. He was practically motionless and his might well have passed for one or other of the wooden representations which adorn gateways in China.

On the 18th instant the premises of Messrs Skott and Company in Des Vaux Road were entered by a former bookkeeper by means of a duplicate key. He made away with the contents of the cash box amounting to \$2,308 and took several other articles of value. The police who had been searching for him discovered him two days ago as he was trying to board the "Charles Hardouin" for Canton. He had a quantity of dollar bills in his socks. He was brought before the Magistrate yesterday and remanded for a week.

A wedding which attracted no little attention was celebrated at St. Joseph's Roman Catholic Church yesterday afternoon, the contracting parties being Mr. Carlos Augusto da Rosa and Miss Aida Maria Alves. The ceremony was conducted by the Rev. A. Poletti. The bridemaids were Miss Lola Gattiera (a cousin) and Miss Leonor da Rosa (sister), while the bridesmaid was supported by Mr. J. L. de S. Alves (uncle of the bride) and Prof. Emil Danenberg (uncle of the bridegroom). A reception was afterwards held at which Mr. J. L. S. Alves proposed the health of the newly married couple.

Java is becoming increasingly popular as a holiday resort and now that an Official Tourist Office is established at Batavia to make the great attractions of the island known, the number of visitors every year is certain to increase. From the General Agent of the Java-China-Japan Line, who represents the Official Tourist Office in Hongkong, we have received copies of the pamphlets issued by the Tourist Office, one containing a seven days' trip in Java, the other describing how ten days may be spent on the island. Accompanying these is a beautifully illustrated guide and tourist's Handbook entitled "Java, the Wonderland," which furnishes a more elaborate description of the island and satisfies the reader that he cannot select in the East a country in which he could spend a more enjoyable holiday. These guide books, we may add, are obtainable from Messrs. Theos. Cook and Son.

The American sailors of Admiral Sperry's round-the-world fleet, says a New York dispatch, will not be permitted to break the hearts of the Japanese geisha girls if the Young Men's Christian Association of Japan, the native Christian churches and the missionaries are able to prevent it. Information from Tokyo was received at the headquarters of the Young Men's Christian Association in New York on the 24th ult. that the Christian religious organisations of Japan are circulating petitions among the citizens of Japanese cities which the men of the American fleet will visit, protesting against the old style of Japanese hospitality, which is expected to include introduction to the geisha girls. The object of the movement is announced to be a celebration more in keeping with American ideals. It is said to be desired that a precedent be established of eliminating geisha girls from entertainments in Japan.

King Sisowath of Cambodia was recently vaccinated and a perfect crane for vaccination set in at his court. The plague broke out some time ago at Pnompenh, and the French doctors wished to vaccinate the people, but one of Sisowath's sons, Donng Mathura, declared himself against vaccination, and although one of his wives died of the plague, he refused to allow her body to be removed. Soon afterwards he caught the plague himself and died. His father, the King, immediately sent for the doctors, and was vaccinated. He wanted to be vaccinated four times, once on each leg and once on each arm, and the doctors had the greatest difficulty in making him understand that this was unnecessary. Then all the ministers were vaccinated, all the King's wives, and all the royal household, and the king to follow them.

example was such that more vaccine than was telegraphed for from Saigon. The only people of any distinction in Pnompenh who refused to be vaccinated were the Minister of War and a daughter-in-law of the King. They threatened to commit suicide if forced to allow the doctors to operate on them. The King wasted no words on them, but just shut them up in the palace until they changed their minds.

Dr. Bushell, C.M.G., formerly physician to H.B.M. Legation in Peking, whose death is announced by our London correspondent, was a recognised authority on Chinese art. His recreations are mentioned in "Who's Who" as being "pursuit of Chinese coins, books, and antiquities; whilst" Dr. Bushell was a member of the Councils of the Royal Asiatic and Royal Numismatic Societies. He has published a book on Oriental Ceramic Art, and is the author of a Handbook on the Chinese Art Collection in the Victoria and Albert Museum London. Numerous papers by him on porcelain, numismatics, geographical and archaeological subjects connected with the Far East are to be found in the transactions of the various learned societies.

A school for Europeans has been advocated by one of the Yokohama papers, and the Japan Mail has drawn attention to the "greatest difficulty" in the way in these terms:—If one enquires into the causes of the failure of the Victoria School twenty years ago, he would soon be forced to the opinion that the chief of them was of a social character. Would those parents who helped to bring that lamentable attempt to nothing, by withdrawing their sons and sending them home for social reasons—or would their successors, do the same again? Are these prejudices of Yokohama and class dead, or not? The conclusion of the whole matter, in our opinion, is this. The great difficulty lies not in the endowment, nor in the fees to be charged, nor even in differences of discipline and curriculum—though all of these are knotty points in their way—but in the peculiar constitution of the community itself. Can petty differences and individual whims be sunk for the common good? Can the men of this set, and the women of that, co-operate together wholeheartedly in the same good cause? Then in the atmosphere of mingled enthusiasm and reasonableness which so wholesome a combination would create, the thing, bristling with difficulties though it be—can be done.

The most brilliant essay in the August magazine, remarks a reviewer, is Mr. Edward Ford's paper entitled "China and the Roman Empire." It is a somewhat terrible paper to read, recalling as it does stories of centuries of merciless slaughter, extending over two continents, but it is original and most suggestive. Mr. Ford Ford maintains that a Chinese Emperor, whose name few of us have ever heard, and some of us can pronounce, who died two hundred years before Christ, was the real ancestor of the downfall of the Roman Empire. This Emperor, whose name is Chin'chi-huang-ti, was the man who built the Chinese wall, a feat which in Mr. Ford's opinion, entitles him to rank with Julius Caesar and with Khamurabi as the greatest man who has ever appeared on the world's stage. By building that wall he raised an impenetrable rampart against the Hunnish tribes, who, finding all progress Eastward barred, turned Westward, and ultimately destroyed the Roman Empire. The original cause of the impasse which had as its ultimate the sack of Rome, and a thousand years later the capture of Constantinople, was the building of the great wall of China. Mr. Ford concludes his article by an ominous reference to the possibility that China will one day more change the course of the world's history if she is goaded into action by half a century of insults from the pack of snarling, jackal-like States calling themselves the Great Powers of Europe.

AN UNNECESSARY MOVE BY "PARSEE NOBODIES."

We see, says the *Kaiti Hind*, that some nobodies, without experience, without sagacity, and without any counsel have been busying themselves in the Parsee community—a community whose staunch loyalty to British rule is, like Caesar's wife, beyond the remotest suspicion, and besides patent to all as the moonday sun, getting up, for their own self glorification, a "petition" calling upon the Trustees of the Panchayat Fund to convene a meeting to express their satisfaction at what the Government has recently done. We need not say that in all enlightened and thoughtful quarters, this affair of the nobodies is deemed a work of supererogation. The wise Government of Sir G. Clarke does not stand in need of a testimonial from the Parsee community, and the Parsee community in return stands in no need of a certificate from the authority. And we think we are echoing the feelings and sentiments of this class of thinking people when we say that this thoughtless and ill-considered requisition needs to be altogether abandoned. It can serve no useful purpose while making the community look supremely ridiculous.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 22nd at 5.00 p.m.—The typhoon on the S.E. Loozon appears to be moving Westwards.

On the 23rd at 11.55 a.m.—The barometer has fallen quickly over the Philippines owing to the typhoon which is moving towards W.N.W. over the Archipelago to the South of Luzon.

Pressure has increased moderately to slightly over N. China and the Sea of Japan. It is low to the N.E. of Japan, and high between Central China and S.W. Japan.

Strong N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Bad weather will probably set in again over the Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.6 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
N.E. winds, fresh or strong; fair.

N.E. winds, strong.

Same as No. 1.

Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE POSITION IN LANCASHIRE.

LONDON, September 23rd.

The crisis in the Lancashire cotton trade is growing worse. There are now 530 mills closed. Raw cotton has dropped to 3/8 and yarn has risen to 3/4s.

BRITISH RAILWAY COMBINE.

LONDON, September 23rd.

The negotiations for the British railway combine are completed.

DEATH OF DR. BUSHELL.

LONDON, September 22nd.

The death is announced of Dr. S. W. Bushell, C.M.G., for many years physician to the British Legation at Peking.

[REUTERS' SERVICE.]

GREAT FIRE IN PARIS.

LONDON, September 21st.

The huge Central Telephone Exchange at Paris was, yesterday evening, gutted by fire, thereby destroying communications with the provinces and abroad. The damage is estimated at a million and a half sterling.

THE KAISER'S DESIRE FOR PEACE.

LONDON, September 21st.

H.I.H. the Crown Prince of Germany, in taking farewell of the Inter-Parliamentarians on behalf of H.M. the Kaiser, said that throughout his reign his father had made the maintenance of peace his foremost care—it had often been uphill work, but it was worthy of the unflinching efforts of the noblest of all nations.

AN AMERICAN SENSATION.

LONDON, September 20th.

The millionaire newspaper proprietor Hearst has created a sensation in America by producing letters showing that the Republican Senator Foraker, the Democrat Bailey, and other prominent Republicans and Democrats have been in financial relations with the Standard Oil Company. Further revelations are expected, and it is considered likely that these will upset the calculations in respect of the Presidential elections.

THE CANADIAN FOREST FIRES.

LONDON, September 20th.

The Canadian forest fires continue to do incalculable damage. Large areas of timber in the mountain of New York, Maine, and Pennsylvania, and two towns in Wisconsin have also been destroyed, rendering four hundred persons homeless.

ARE GERMAN COLONIES WORTH THE PRICE?

Valuable light on this question is shed by E. von Koenig in the paper on German Colonies which he contributes to the *Economist*. After a great array of statistics, he sums up the case as follows:—

Striking the balance of the figures we have examined, we have on the one side an expenditure of less than 800 million marks, and on the other side a territory five times the size of the German Empire, with a population of more than 12 millions, a commercial turnover of about 250 million marks, a capital value incessantly increasing, and estimated at the present time at more than 1,000 million marks. We find also that the budgets of the colonies are far in excess of a near equilibrium of receipts and expenses. Herr Dernburg, the new Colonial Secretary, has characterised the financial development as extremely favourable. One credit must be given for this fair state of things to his predecessors. It could not have been brought about but for the provision of means of communication by land and water; by opening out new roads for trade, and fostering the interests of the colonies in every way. It is true that the railways built and planned do not represent a total length of more than about 1,250 miles, which is very little for so vast a territory. The administration had, however, to contend with the opposition of those who did not understand the importance of colonial railways to the growth of trade, or their strategic value. That period of hostility has passed. The German colonies will now be endowed with railways into the interior. A new development of their trade and resources will undoubtedly follow.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Caledonian* with French Mail of the 30th ult. and Mails from London of the 29th ult., left Singapore on Tuesday, the 22nd inst. at 7 a.m., and may be expected to arrive here on Monday morning the 28th inst., and will leave for Shanghai and Japan the same afternoon.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 22nd inst., and is expected here on the 29th inst.

THE BUILDING COLLAPSE AT YAMUNATI.

CORONER'S INQUIRY.

Before Mr. J. H. Kemp, sitting as Coroner and Messrs. F. Austin, Hugh Dinning and G. G. Catbuck (jurors), an inquiry was held concerning the deaths of six Chinese who were killed as the result of a collapse which occurred at No. 36, Portland Street, Yaumati, during the typhoon of 27-28th July.

Mr. F. B. L. Bowley, Crown Solicitor, appeared for the Crown. He stated that the inquiry was into the deaths of six Chinese, who appeared to have been resident at 36, Portland Street, Yaumati. Between one and two o'clock on the morning of 28th the house in question and a number of adjoining ones collapsed. In the course of the same day six corpses were taken out of the debris. The object of the inquiry was to ascertain whether the falling of the building was due to the culpable negligence of any person concerned in that building. No. 36, or properly 35, was the end house of a block of thirteen, and along the side wall ran a street, called Pitt Street. These buildings were on a lot acquired from the Crown by the Humphreys Estate and Finance Co. in 1898, and in 1900 they proceeded to build. The plans in this case were prepared by the well-known firm of Messrs. Palmer and Turner, and they gave notice to the Director of Public Works on July 16th, 1900, to the effect that they were about to erect there 13 houses, and also 13 on a lot on the other side of the street. They submitted plans which came before Mr. Tooker, who made a note on the architect's notice to the effect that they did not comply with a certain section of the Ordinance. The notice was referred back, and permission was eventually granted. The next material fact was that on May 14th, 1902, five verandahs of this block of houses collapsed. On June 6th Mr. Haggard, of the P.W.D., recommended that the whole of the verandahs and front walls of the north block should be pulled down as there were some very serious cracks.

Dr. Macfarlane, medical officer in charge of the mortuary at Kowloon, deposed to inspecting the bodies of six Chinese reported to him to have come from 36, Portland Street. He found the cause of death to be multiple injuries and asphyxia.

Lum Shiu, shop coolie, spoke to being at 36, Portland Street on the night of the typhoon. He was awakened by the breaking open of the side door. Witness and several folk tried to mend the door. Just then several bricks fell from upstairs and the people above called out, "The house is going to fall!" Witness and the folk ran into the street and escaped.

Chang Yung said he was in house No. 25 on the night of the typhoon, but escaped through a broken door before the collapse. Outside, he heard other houses falling.

Sanitary Inspector Charles Ward, in charge of the Disinfecting Station at Yaumati, said that while scouring his own quarters during the typhoon of 28th July he heard three crashes. Witness went out at 4.15 in the morning, and saw that 36, 35 and 40 Portland Street had collapsed. The roofs of all the houses were completely gone. Witness then proceeded to the police station, but learning that the police were engaged elsewhere, returned and got 32 of his own coolies. These he took to 36 Portland Street, and started them to work. They heard cries coming from the ruins, and eventually succeeded in rescuing nine persons. Three corpses were also unearthed. The rescuers had to work by hand. There were no shovels available. Witness thought the end wall fell outwards, and the party wall between 36 and 38 fell into 36. When pulling down the end wall witness noticed that it was built like two nine-inch walls with a hollow in between. Was there any cross-bonding between the two portions of the wall?—Here and there an odd brick.

Did the fallen brickwork fall in masses or not?—It fell loosely, and the bricks were perfectly clean.

Did you see anything like mortar?—It was an apology for it; you couldn't call it mortar.

What did it look like?—Red earth.

In order to rescue people and to get out the bodies, did you have to use picks and crowbars to break up the debris?—No, we used a couple of shovels. We wouldn't dare use a pick.

Constable Conlan deposed to attending the Portland Street collapse shortly after 7.30 a.m. on the morning of the 28th. On that day and the next, assisted by a number of coolies, he turned over all the ruins in search of bodies, and rescued one boy on the first day. No part of the building was pulled down by witness's coolies during the search. He found it necessary to use a pick to remove matting and pieces of wood. The bricks were single, not in masses.

Mr. H. Haggard, assistant engineer in the Public Works Department, said the plans before the Court referring to the buildings in question, were passed in October 1900. The next memo recorded in the Department was the report of the falling of five verandahs to these houses. The plan of verandahs put in was passed by Mr. Ormsby, then Director of Public Works, on October 26th, 1900. On June 16th, 1902, witness inspected the houses at Yaumati and reported that the whole of the verandahs and front walls in the north block (the block including the houses which have collapsed) should be pulled down as there were some very serious cracks, and men were packing these up. The front walls had then fallen away from the party walls. When that report was made there was very poor bonding between the party walls and the front walls. Mr. Tooker examined the buildings. Subsequently the collapsed verandahs were removed. What witness had made his report to Mr. Tooker the matter passed out of his hands for the time being. The next thing on record was the architect's application, dated 9th October, for inspection. This was passed to witness for report by Mr. Tooker. He inspected the buildings with Mr. Crisp on 22nd October and the report put in by the latter to the effect that the whole block was in a very unsound condition was correct.

At this stage the inquiry was adjourned until Tuesday.

SUPREME COURT.

Wednesday, 23rd September.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING
PRESIDENT JUDGE).

FAILURE OF A CINEMATOGRAPH PROPRIETOR.
The hearing was continued of the case in which Charles Nugent sued August Dufresne for \$1,087.18 money advanced to and paid on behalf of the defendant, the claim being reduced to \$1 00 to bring it within the jurisdiction of the court.

Mr. O. D. Thomson appeared for plaintiff, and defendant was represented by Mr. Otto Kong Sing.

Mr. Kong Sing continued his cross-examination of plaintiff, who stated that when he met Mr. Dufresne in November, 1907, the latter was interested in the Hongkong Cinematograph.

You had nothing to do with the Hongkong Cinematograph?—All I had to do with it was in my dealing with Mr. Dufresne who told me the whole thing belonged to him.

The Union Commercial never recognized you in any way in connection with the cinematograph?—I had nothing whatever to do with the Union Commercial as far as the cinematograph was concerned.

As a matter of fact you were merely a ticket collector there; just a hanger-on round the show?—I used to work at the machine, and do whatever Mr. Dufresne asked me to do.

You never received any regular salary?—No. But you received sums of two and three dollars at a time?—Mr. Dufresne used to give me money for the work.

Do you remember asking Mr. Dufresne, when this company started, to take you into partnership?—I never asked him.

Did you not tell him at the same time you would get money from your wife to enable you to buy in?—No.

You were living with Mr. Dufresne?—In the same house.

As a matter of fact he was keeping you?—I paid the debts.

Who paid the rent?—I paid one month; he paid another.

Did you pay the landlord?—No. I gave Mr. Dufresne \$82 to pay him.

On the last occasion here you said you gave Mr. Dufresne two sums, one of \$130 and one of \$200, to pay to two men?—Yes.

Where did you get that money?—When I came to Hongkong I had \$400 in my pocket. I also received \$300 from Hanou.

You never got any receipts from Mr. Dufresne?—Having confidence in him I did not ask for any.

Knowing Mr. Dufresne had no money, and alleging that he owed you \$2,000, why didn't you keep the cinematograph apparatus as security when it returned to the Colony?—Because I'm honest.

On the last occasion you said you never sent two boxes of old clothes to Messrs. Hughes and Hough for sale. I put it to you that you did?—I took them there, but took them away again to give to the boy, because I thought it was not worth while to sell them.

They were there three months?—I did not trouble at all.

O. Barbey deposed that he had known the plaintiff for five years, and to date had lent plaintiff about \$1,500. He last spoke to Dufresne about the money owing to Nugent about a month ago.

Cross-examined—You are interested in this case, inasmuch as you've put up the money for Nugent's costs?—No.

You've paid money to him to go on with this case?—I lent him money.

You knew he was bringing this action?—Certainly.

He asked you for money to bring the action?—Yes, and if he asked me to-day, I'd give him money too; he's my friend.

This closed plaintiff's case.

Mr. Kong Sing submitted that on the evidence plaintiff had not substantiated his claim.

His Lordship—There is some sort of case, but I don't say it is much.

Mr. Kong Sing—The plaintiff's case confines itself to this: that Nugent lent Dufresne sums of \$700, \$200 and \$130, which places the claim out of the jurisdiction.

Mr. Thomson—My original claim was for \$1,900.

His Lordship—You claim \$1,900 and waive the excess.

Mr. Kong Sing—The plaintiff has only spoken as to three definite amounts, and those are the items I have got to meet.

Mr. Thomson—But the plaintiff can put in his account of the whole claim.

Mr. Kong Sing—And he must prove it.

His Lordship intimated that he would hear more of the case.

Mr. Kong Sing said the defendant's case was that he was the owner of the cinematograph apparatus, and he entered into an agreement with the Union Commercial Company. The show was to be worked by this company.

They engaged a Chinese proprietor who put money into it, and he was to receive 50 per cent of the profits. The defendant was to receive 40 per cent, he supplying the apparatus, films and all the machinery. The Union Commercial Co. were to receive ten per cent only, but as new apparatus and films would be required from time to time, they were to supply them. Plaintiff became acquainted with the defendant at Chanslon's store, and Mr. Dufresne took him into the cinematograph and taught him certain things in order to give him a lift along. Later, Nugent wanted to know if he could buy part of defendant's share, and Mr. Dufresne said he could if he wished. Plaintiff said he would have to wait until his wife came here to get the money, and when she did arrive she refused to advance it. At that time the cinematograph syndicate failed. Defendant had never received any money from plaintiff.

Defendant said he arrived in Hongkong in May of 1907 to give cinematograph performances, and met the plaintiff shortly afterwards at Chanslon's store. In the second meeting plaintiff wished to enter into partnership with defendant, and the latter was willing provided plaintiff would put up the money. Mr. Nugent told defendant to wait until his wife arrived here, and would pay the money. When his wife arrived, however, she refused to pay, as she had lost money already. Plaintiff lived with witness, and witness always paid the rent. Plaintiff was learning to run an electric plant, and other things connected with a cinematograph business. The cinematograph closed on January, and witness then intended to make application for work on the Kowloon-Canton Railway.

The hearing was adjourned.

MERCHANT CHARGED WITH FALSE PRETENCES.

At the Magistrate's yesterday afternoon before Mr. A. G. Wood the hearing of the charge against H. S. Holmes, merchant, of obtaining \$3,000 from Cheung Chiu Leung by false pretences was resumed. Mr. C. F. Dixon appeared to prosecute and Mr. G. K. Holmes defended.

Complainant detailed the negotiations which took place between defendant and himself at which a Chinaman named Yeung was present and acted as interpreter. Defendant said he wanted a compradore for an import and export business and added that he wanted \$10,000 security—\$5,000 in cash and \$5,000 in title deeds. Witness said he could only put up \$5,000 in cash and Yeung offered to find the \$5,000 in title deeds. At one interview defendant said he had secured the contract for engaging labourers in connection with the Kowloon Railway, and subsequently witness and Yeung went to Mr. Holmes' office to inquire if defendant intended to proceed with the two businesses. On being answered in the affirmative he agreed to become the compradore because he anticipated that good results would come from the two businesses. At the fourth interview witness took \$3,000 with him as part payment of his security of \$5,000 as compradore. Defendant told him to go to Mr. A. Dalmida's office and accompanied him there with two others. In that office an agreement was read over to him. This he signed and paid over \$3,000 to the solicitor who handed it to the defendant. Up to this time neither defendant nor Yeung said anything to him about carrying on any other business. When at Mr. A. Dalmida's office he was told by defendant that an adjoining room would be occupied by him. There he was to conduct his business as compradore. Three days later he moved into this office where he attended daily for over a month when he went for eighteen days into the country. The names of the firm was the Hing On Trading Company. On returning he resumed his duty at the office and subsequently went to the country a second time for seven or eight days. When he returned to Hongkong he again took up his duties which he ceased about the middle of the present month. During the time he was there defendant came several times to the office but no business was done. Several people called to make inquiries. Yeung was occasionally there. Witness first found that defendant had another business a few weeks before he left the office.

Cross-examined—He was not a wealthy man and Yeung Chik Tsang and another were interested in the compradoreship. He did not put up the remaining portion of his money because during the time he was there no goods came in and none went out. He received his salary for two months. It was his duty to look for business but he did not secure any contracts. He became compradore because the commission and the salary were good and because he expected good business. He made inquiries concerning the defendant from his friends and he was told defendant was pretty good. He regarded a second compradore as prejudicial to his interests. There would be less for witness than if there were only one.

Defendant was asked if he had received any contracts from the Kowloon Railway, and answered in the negative.

The hearing was adjourned till Monday.

DELAGOA RAILWAY.

PROPOSED LEASE TO THE TRANSVAAL.

The concluding words of the Earl of Selborne's speech at Lorenzo Marques, where he has been visiting the Portuguese Governor: "I do not believe it to be an insoluble problem to unite the interests of this province and the whole of South Africa as one," have been received with gratification, not only by Transvaal statesmen, but by the high Portuguese officials, whose joint endeavours to provide an acceptable arrangement, enabling the Transvaal's natural resources to participate in the prosperity of a united South Africa, are, it is hoped, about to be crowned with success, under the careful guidance of Lord Selborne.

The London Daily Telegraph correspondent at Johannesburg says he has substantial reasons for believing that the main feature of the negotiations is that the Portuguese propose to grant a lease of the railway connecting the Transvaal and Delagoa Bay, including the wharves at the port, either to the Transvaal Government, or, more probably, to the Imperial Government, which, in its turn, would grant the use of these facilities to the Transvaal.

This solution of the problem will, at once, gratify the Transvaal's increasing ambition to obtain direct access to the sea, and relieve the financial embarrassment of her Portuguese neighbour by converting both the railway and the wharves into paying concerns, while assuring the Cape and Natal that their railway interests, merged in a common South African policy, will receive adequate consideration.

It is understood that the facilities accorded to the Transvaal for recruiting Mosambique mine labourers under the existing *modus vivendi* will be confirmed in the projected new agreement.

VICTORIA RECREATION CLUB.

The annual meeting of members of the Victoria Recreation Club was held in the Gymnasium of the V.R.C. last evening. Mr. A. Rodger (president) was in the chair, and there were also present Messrs. M. Melver, E. Humphreys, J. Meek, F. A. Mackintosh, E. M. Hasland, T. Pearce and M. A. R. Sousa (committee), Frank Lammert (secretary), and a very large attendance of members.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—Gentlemen,—The printed report and statement of accounts having been in your possession for several days, I will with your permission adopt the usual custom, and take them as read. I have to crave your indulgence for the delay in convening this meeting, and hope the late date has caused no inconvenience. The year under review, when we consider the temporary arrangements we had at our disposal and everything upside down on the new site caused by the new buildings going up, could not be expected to give entire satisfaction, but under the circumstances, I think we have reason to congratulate ourselves on getting through as well as we did. The results of the year's working now before you, I am sure you will consider fairly good, being achieved under trying circumstances, and very fully reported by the respective sub-committees, therefore it seems needless for me to try to give you any information further than already given. I quite agree with the host-house sub-committee remarks regarding the utter impossibility of the rowing men getting enough practice. In the first place, there were no suitable boats, and secondly, when we had a few in order, they were shut in with building material which the contractor had to store on the new site, but all these difficulties have been overcome, and I hope with the better accommodation, and more boats, the rowing members in the future will get a chance and show the same keen interest in rowing which existed in this Club several years ago. The swimming members fared better, although there was a little delay at the commencement of the season in getting staging erected. Notwithstanding this, they had a good deal of practice in the water, and on the whole did very well, especially in the different events at the Aquatic Sports. The V. R. C. team captained by H. A. Lammert, came out on top in the Water Polo Shield Competition, defeating the 87th Company R.G.A. in the final, after playing a very keen and interesting game. The R. G. A., although beaten, undoubtedly made a strong bid for victory and the coveted Shield. There was little gymnastic work done through no fault of the members, but owing to the lack of accommodation, but now that we have a first class gymnasium, fully equipped with up-to-date appliances, and instructors who know their business, it is up to the young men themselves to take a lively interest in the work, and attend regularly for practice. The benefit derived by them will be well worth the time spent in this healthy recreation, and I hope in a short time they will be able to give exhibitions in the gymnasium, which I am sure will be appreciated not only by themselves, but by all the members. Turning now to the accounts, you will observe we have not only wiped out the debit balance of \$1983.31 which we started with, but have a credit balance of \$951.31. We propose writing off \$1072.28 from the value of our assets. This is a slightly larger amount than that shown as actually gained in the year's working, but the difference is more than made up by interest earned during the year on our fixed deposits. The summary account shows the balances transferred from the Bar, Athletic and Aquatic Sports, to be all on the right side, and I am pleased to say the membership has greatly increased. All the above are important items pointing toward our financial prosperity. The annual Aquatic and Athletic Sports were held as usual, the results being very satisfactory from both a sporting and spectator's point of view. I am pleased to say in accordance with our estimates, we will have sufficient funds at our credit to pay all charges as they fall due connected with the new buildings, including fittings, furniture, electric light installation, and up-to-date physical culture appliances for the gymnasium. I desire on your behalf and my own to thank our energetic Hon. Secretary, Treasurer, Auditor, the members of the various committees, and those gentlemen who assisted us in setting up officials, for their respective valuable services willingly rendered in different capacities and occasions, thus helping to promote the best interests of this Club, and the gentlemen who presented prizes or subscribed towards the funds of the Aquatic and Athletic Sports, also the Government and Naval Authorities for assisting us to make the most of our new site. Before proposing the adoption of the report and accounts, should any further information be desired, I shall be pleased to give it to the best of my ability.

THE HONGKONG FOOTBALL CLUB.

The twenty-second Annual Report of the Committee for the Season ended 31st August, 1908, to be presented to the annual general meeting of members is as follows:—

The Committee have pleasure in submitting to the members their report for the season 1907-1908.

Twenty-four new members have been added to the list of members since the last report, and the list has been carefully revised.

During the season 37 Association Matches were played, the results of which are shown in the following statement:—

1st XI. won 17 goals for ... 50
lost ... 4 " against 19
drawn ... 5

A Team won 0 goals for ... 4
lost 9 " against 24
drawn ... 4

Owing to the departure of the Rugby Match Secretary during the Season no record of Rugby scores was kept.

The Six-a-side Challenge Cup, was won by Mr. W. H. Williams' team.

In the Association Shield Competition for which nineteen teams entered, the Club beat A. Company of the 2nd Cameron Highlanders by 3-0 in the first round.

In the 2nd round they defeated A. Company of the same regiment in a replay after a draw by 3-1. In the 3rd round they defeated G. Company of the 3rd Middlesex Regiment by 3-1 and in the semi-final defeated H. M. R. King Alfred in a replay after a draw by 3-0. Entering the Final for the third year in succession, the Club defeated H. M. S. Bedford by 2 goals to 1 and won the Shield for the second time, the previous success being in 1899.

A feature of the Season was the visit of the Shanghai Football Team at China New Year. In a match with the H. K. F. C. the latter were victorious by 3-0, and the visitors met further defeat at the hands of H. M. S. Kent and a United Service Team.

It is hoped that the Club may be able to send a team to Shanghai during the next Season.

In the Rugby Section games were awarded to G. D. Maclellan, H. W. Lester, F. G. Carroll, R. Linton and J. F. Macgregor.

The Fourteenth Annual dinner was held in the Hongkong Hotel on April 25th 1908, and attended by 55 members and their guests.

The Treasurer's Accounts show a balance of \$604.50 to the credit of the Club and a balance of \$101.13 on the working of the Hongkong Football Challenge Shield.

With a view to effecting further economies, and securing more efficient service, the Committee have put into force a new system of management which will commence with the new season.

The President of the Club (Mr. G. C. C. Master) having left the Colony in May, the Committee invited Mr. Frank Brown to act as President for the remainder of the Season.

In the great typhoon of July last, the Pavilion and Grand Stand were both blown down. However as a five years' contract to include all repairs was recently entered into by the Club, the extra expense will not be very heavy.

The Pavilion has already been rebuilt and work on the Grand Stand has commenced.

The Club now consists of 395 members.

FRANK BROWN, President.
MR. MACGREGOR, Hon. Treasurer.
W. J. DANIEL, Capt. Rugby.
E. F. AUSTON, Capt. Association.
B. C. M. JOHNSON.
P. W. GOLDING.
W. H. WILLIAMS.
J. F. MACGREGOR, (absent).
L. J. WILKINSON, (absent).

H. L. O. GARETT, Hon. Secretary.
Hongkong, 15th September, 1908.

word for it, Mr. Chairman. There is practically no statement of liabilities in the report.

Mr. SILVA NAYO made an exceptionally long speech in support of the Chairman's remarks. It being a eulogy on the V.R.C., was punctuated by bursts of applause. The speaker concluded by seconding the motion for the adoption of the report and accounts. This, on being put, was carried unanimously.

There was absolute unanimity regarding the re-election of a president. Mr. A. Rodger was re-elected on the motion of Mr. F. LAMMERT, seconded by Mr. L. LAMMERT.

Mr. FRANK LAMMERT was re-elected secretary on the motion of Mr. JORGE, seconded by Mr. M. VIGOR.

The PRESIDENT proposed the appointment of Mr. S. Seth as treasurer.

Mr. COOKE seconded and the motion was carried.

Mr. JORGE suggested that a cash account should be kept in the bar. If run on a cash basis he thought a cash book would do as well as coupons or chits.

The PRESIDENT stated that the remark had been noted, and would be considered by the incoming committee. The election of committees was then proceeded with, and resulted as follows:—

GENERAL COMMITTEE.
Messrs. T. Meek, J. Rodger, L. Lammert, F. Mackintosh, M. Melver, T. E. Pearce, C. B. Franklin, W. Logan and E. Humphreys.

SALEETING COMMITTEE.
A. P. Robbs, A. A. Claxton, J. Cronkshaw, J. Forbes, C. E. Harrop, A. N. Kemp, A. A. Alves, J. E. Alves, E. M. Hasland and H. A. Seth.

Considerable discussion followed, but of no public interest, regarding the building of a new bath. This was unanimously agreed to by members, and the proceedings finished.

Cheers followed for the Chairman, the secretary and Mr. C. Leabro, the energetic steward whose courtesy has always been appreciated by members.

THE HONGKONG FOOTBALL CLUB.

The twenty-second Annual Report of the Committee for the Season ended 31st August, 1908, to be presented to the annual general meeting of members is as follows:—

The Committee have pleasure in submitting to the members their report for the season 1907-1908.

Twenty-four new members have been added to the list of members since the last report, and the list has been carefully revised.

During the season 37 Association Matches were played, the results of which are shown in the following statement:—

1st XI. won 17 goals for ... 50
lost ... 4 " against 19
drawn ... 5

A Team won 0 goals for ... 4
lost 9 " against 24
drawn ... 4

Owing to the departure of the Rugby Match Secretary during the Season no record of Rugby scores was kept.

The Six-a-side Challenge Cup, was won by Mr. W. H. Williams' team.

In the Association Shield Competition for which nineteen teams entered, the Club beat A. Company of the 2nd Cameron Highlanders by 3-0 in the first round.

In the 2nd round they defeated A. Company of the same regiment in a replay after a draw by 3-1. In the 3rd round they defeated G. Company of the 3rd Middlesex Regiment by 3-1 and in the semi-final defeated H. M. R. King Alfred in a replay after a draw by 3-0. Entering the Final for the third year in succession, the Club defeated H. M. S. Bedford by 2 goals to 1 and won the Shield for the second time, the previous success being in 1899.

A feature of the Season was the visit of the Shanghai Football Team at China New Year. In a match with the H. K. F. C. the latter were victorious by 3-0, and the visitors met further defeat at the hands of H. M. S. Kent and a United Service Team.

It is hoped that the Club may be able to send a team to Shanghai during the next Season.

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J. F. MACGREGOR, (absent).
L. J. WILKINSON, (absent).

H. L. O. GARETT, Hon. Secretary.
Hongkong, 15th September, 1908.

IND
LIGHT
WHO

QUALITY AND COND.

PER DOZEN QUARTS...

PINTS...

SPLITS...

SOLE AGENTS:

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 16th September, 1908.

AMERICA'S FALLING TRADE.

ON THE EVE OF A GREAT REVIVAL.

The imports for July reached a total of \$17,281,200, as against \$24,324,400 in July last year.

The total value of imports in the seven months ended July 31 was \$121,771,400, a decrease of over \$50,000,000, as compared with the corresponding period of 1907, when the total was \$175,200,000.

The exports in July totalled \$21,640,000, as against \$23,100,000 in the same month of 1907. The value of exports during the seven months is returned at \$168,199,600, as compared with \$218,800,000 in the same period of 1907, a decrease of just over \$17,600,000.

There are now said to be indications of a strong trade revival all over the country.

"You cannot expect a man who has had a serious illness to be himself again in a day," Senator J. W. Daniel, of Virginia, one of the leading members of the United States Monetary Commission, said to a reporter, "but there is every indication that the whole team is mending fast. I should not be at all surprised if the country begins to experience an unexampled prosperity before very long."

"I have travelled about the country from Colorado right to the Atlantic recently, and I found evidences of renewed prosperity on every hand. Better crops I have never seen. Corn is good, wheat is good, and the fruit crop is good, too. Why, in Texas alone, I heard the other day, 6,000 cars were not enough to move the watermelon crop. The signs of good times, however, are not confined to the farmers and agriculturists. Factories and mills that had been closed are now being reopened. The amount of unemployment is lessening, and it is only a question of time until the United States is riding on the top of the wave."

"Is America hurt? No, Sir!—America has suffered nothing worse than a slip on a piece of orange peel. You walk and see if I am not right."

Ex-Governor Myron T. Herrick, of Ohio, was equally optimistic.

"It has been a period of inflation followed by a crisis. Prices of commodities went up 30 and 40 per cent. To cap it all came the national election, with the talk of nationalisation of railways and all such nonsense."

"In spite of this, prices are going down and factories opening. It cannot be very long before conditions will only reach their level, but go upwards in the direction of unprecedented prosperity. With a country of such wonderful resources nothing else can be expected."

"Once Mr. Taft is elected President—and his prospects of election grow brighter every day—I shall be astonished if American prosperity does not take a very great jump upwards."

One of the most optimistic men is Mr. Charles M. Schwab, formerly President of the United States Steel Corporation, and now President of the Bethlehem Steel Corporation.

"If my opinion is worth anything," said Mr. Schwab, "I would predict that for the next ten years we shall enjoy the greatest prosperity the country has ever experienced. This is no idle dream, either, but an assertion based on the concrete information that comes to me from all over the country."

MANUFACTURERS BURNED.
"The demands of the forty-six States in our Union are so vast, so insatiable, that no one can predict where they will end. To-day and always our demand is so great that our mines and manufacturing are so taxed that they can hardly catch up. We are always behind in our supply. Even to-day we are taxed to fill the demands made on our industries."

"Take the one industry with which I am familiar—steel. When the United States Steel Corporation was founded I predicted that it would do an annual business of at least \$80,000,000. It has done nearly double that amount."

"In 1897 there were about 1,000 tons of steel manufactured in the United States. Last year there were 24,000,000 tons manufactured, despite the depression. This shows the development of the business of the United States. In less than ten years you may be sure that the steel output of the United States will be 40,000,000 tons."

"There is no cause for pessimism. I am an optimist, a bull on a United States. The world must take care of its own steel."

Mr. John Clinch, president of the H. B. Clinch Company of New York, one of the largest distributors of drapery goods in the world, said:—

"The business world is on a sounder basis than for some time past. Trade conditions are improving, and, barring accident, a steady increase may be expected. Since January 1 the retailer has done good business."

"There have been bad spots, but, taking the average of the last six months the retail business was only 10 per cent less than for the corresponding period of last year. The mills are beginning to increase their activity in anticipation of the demand, and in this way the revival of prosperity will continue."

Mr. Herman A. Mats, Controller of the City of New York, who is the head of a large concern engaged in the manufacture of chemicals and dyestuffs, has just returned from an extensive trip through the West.

"During my travelling through the country," said Mr. Mats, "I have been continually struck by the manufacturing industries are not only ready to begin business, but are already doing business. Idle labour that was walking the streets ninety days ago is now finding employment."

Advertisements, Subscriptions, and Special Business Matters, should be addressed to the Editor, and should be sent in before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. O. Box 88, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

ON Lower Levels from about 1st December, well FURNISHED HOUSE of 5 or 6 Rooms.

Apply to—**LINSTEAD & DAVIS.**
Hongkong, 24th September, 1908. 1350

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held on WEDNESDAY, September 30th at 5.15 P.M. at the Office of the Jockey Club (by kind permission) on the ground floor of the Hongkong Club Annex.

T. H. KING,
Hon. Sec. Treasurer.

Hongkong, 24th September, 1908. 1351

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship

"HAIMUN."

Captain J. W. Evans, will be despatched for the above Ports TO-MORROW, the 25th inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Month of September.

For Freight or Passage, apply to
DOUGLAS LAURENCE & Co.,
General Managers.

Hongkong, 23rd September, 1908. 1347

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 25th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. Ltd.

Hongkong, 23rd September, 1908. 1348

NOTICE TO CONSIGNEES

FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA."

Captain Knaissel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong, 23rd September, 1908. 1349

- NOTICE.

THE LAST BAND PERFORMANCE at the PEAK BAND will be given on SATURDAY, September 26th.

Hongkong, 23rd September, 1908. 1343

HONGKONG CLUB

NOTICE.

THE FOURTEENTH DRAWING of the Sixty-five DEBENTURES of the Hongkong Club (1896 issue—\$100 each) was held in the Hongkong Club House on SATURDAY, 19th September, when the following Debentures were DRAWN for Redemption:

2 241 683 1157 1689
12 245 725 1201 1686
30 320 729 1223 1705
37 378 732 1237 1768
40 439 781 1283 1769
45 489 894 1341 1808
47 435 898 1358 1814
75 555 958 1461 1842
114 663 968 1516 1871
169 568 989 1523 1910
211 580 1039 1578 1974
212 606 1041 1598 1984
238 667 1115 1648 1877

and will be Payable at the Hongkong and Shanghai Banking Corporation on WEDNESDAY, the 30th September, 1908, in exchange for surrender of same.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 19th September, 1908. 1328

INTIMATIONS

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THE ANNUAL AQUATIC SPORTS under the auspices of the above Club will be held TO-DAY (THURSDAY), TO-MORROW (FRIDAY) and SATURDAY, the 24th, 25th and 26th September, commencing on the first two days at 5 P.M. and on the third at 4 P.M.

The Committee regret, through lack of accommodation, that they are unable to invite the ladies of Hongkong.

F. LAMBERT,

Hongkong, 22nd September, 1908. 1334

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, TO-MORROW (FRIDAY), the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, and of Electing Officers for the ensuing year, &c.

DAVID WOOD,

Hongkong, 3rd September, 1908. 1259

THE ROYAL HONGKONG YACHT CLUB.

THE ANNUAL GENERAL MEETING of the Club will be held in Cricket Club Pavilion on MONDAY, the 28th inst., at 5.15 P.M.

By Order of the Committee,

HEDEY G. WHITE,

Hongkong, 21st September, 1908. 1334

HUMPHREYS ESTATE & FINANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, Victoria, Hongkong, on THURSDAY, the 1st day of OCTOBER, 1908, at NOON, for the purpose of considering and if thought fit, passing the Subjoined Resolution:

"That the sum of \$20,000.00 now standing at the credit of Fund of Equalization of the Dividend be transferred to the credit of 'Typhoon and Floods Insurance Fund.'"

Resolution:—

"That Article No. 54 of the Articles of Association of the Company be cancelled, and the following Article substituted therefor:—'Three Members personally present shall be a quorum for an Ordinary General Meeting. For all other Meetings the quorum shall be five.'"

"That Article No. 111 of the Articles of Association of the Company be altered by deleting the words 'the Governing Director or by two Directors' on the seventh line thereof and substituting the following words therefor:—'The General Managers.'"

Should the above Resolution be duly passed it will be submitted for Confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 23rd day of September, 1908.

JOHN D. HUMPHREYS & SON,

General Managers.

1344

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 3rd October, at 1.30 P.M., at the Office of the Jockey Club on the Ground floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Hongkong, 22nd September, 1908. 1335

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. A.B.C., and Engineering Code User NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 94 "
Width of Entrance on Bottom... 89 "
Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 533 feet.
Length on Blocks... 525 "
Width of Entrance on Top... 98 "
Width of Entrance on Bottom... 75 "
Water on Blocks at Spring Tide... 61 "

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 364 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 32 "

PARENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equip. ed. and APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Short Notice.

INTIMATIONS

COLONIAL SECRETARY'S DEPARTMENT.

WITH Reference to GOVERNMENT NOTIFICATION, No. 492 of 18th July, 1908, which is hereby CANCELLED, IT IS NOTIFIED that, on and after 1st January, 1909, the FEES (variable monthly) at QUEEN'S COLLEGE will be \$45 per annum in all Classes.

F. H. MAY,

Hongkong, 22nd September, 1908. 1332

TENDERS

are invited for the SUPPLY of H.M. NAVAL YARD of the under-mentioned TIMBER MATERIALS for one year from 18th October, 1908, viz.—

TEAK, AMERICAN PINE, OREGON, BARK, Thickstuff, FIRE CAMPBOR, Seantling, Plank, WOOD, HARD, and Board.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORES OFFICER, H.M. Naval Yard. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till NOON on 1st proximo, should be sealed and addressed to the Naval Store Officer, H.M. Naval Yard. The lowest or any Tender will not necessarily be accepted.

H. RISSLAND,

Naval Store Officer.

Hongkong, 22nd September, 1908. 1333

WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply—Care of "Daily Press Office," Hongkong, 2nd September, 1908. 1255

CHINA EXPRESS CO., 3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOSWAMI S. CHITRA FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS. Hongkong, 5th August, 1908. 1059

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager. Hongkong 1st April, 1908. 43

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL, U.S.A. From the University of Pennsylvania. Hongkong, 17th April, 1907. 1261

AUCTIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY the 22nd day of September, 1908, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at KAI LUNG WAN, in Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale. Locality. Boundary Measurements. Conts. in Acres. Annual Rent. Upper Price.

1. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 1. 1. 1. 1. 1. 1.

2. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 2. 2. 2. 2. 2. 2.

3. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 3. 3. 3. 3. 3. 3.

4. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 4. 4. 4. 4. 4. 4.

5. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 5. 5. 5. 5. 5. 5.

6. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 6. 6. 6. 6. 6. 6.

7. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 7. 7. 7. 7. 7. 7.

8. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 8. 8. 8. 8. 8. 8.

9. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 9. 9. 9. 9. 9. 9.

10. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 10. 10. 10. 10. 10. 10.

11. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 11. 11. 11. 11. 11. 11.

12. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 12. 12. 12. 12. 12. 12.

13. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 13. 13. 13. 13. 13. 13.

14. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 14. 14. 14. 14. 14. 14.

15. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 15. 15. 15. 15. 15. 15.

16. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 16. 16. 16. 16. 16. 16.

17. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 17. 17. 17. 17. 17. 17.

18. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 18. 18. 18. 18. 18. 18.

19. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 19. 19. 19. 19. 19. 19.

20. Between the Victoria Harbour and the Government wharf, and the Victoria Harbour. 20. 20. 20. 20. 20. 20.

TO LET

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—**YEE SANG FAT & CO.**
Same address.
Hongkong, 23rd January, 1907. 270

TO LET

FROM 1st MAY

KOWLOON MARINE LOT 48, Yau-mat, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nai Chong Road. A HOUSE in BIPON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLOM BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL. FLATS in MORTON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st September, 1908. 36

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to—**HENRY HUMPHREYS,**
Alexandra Buildings, 785
Hongkong, 13th August, 1908.

TO LET.

ONE ROOM suitable for Office, Des Voeux Road, Central.

Apply to—**FREDERICK ELLIS,**
Estate Agent,
8A, Des Voeux Road Central.
Hongkong, 13th September, 1908. 1240

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms.

2, BEACONSFIELD ARCADE, facing the Parade Ground.
O. M. S. PEAK BUNGALOW, Mount Kellet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Chai-nak MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street. No. 3, DUNDRELL STREET Shop. No. 2, DES VOEUX VILLAS (FRANK).

Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 12th September, 1908. 89

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.).

Apply to—**THE COMPAGNIE DEPARTEMENT, E. D. SASSOON & CO.,**
Queen's Road Central.
Hongkong, 10th June, 1908. 847

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwellings, lately occupied by FRED. ROSENBERG.

Apply to—**DAVID SASSOON & Co. LTD.**
Hongkong, 7th April, 1908. 96

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—**SECRETARY,**
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 191

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 43, Wanchai, Praya East.

Apply to—**N. MODY & CO.,**
Hongkong, 23rd July, 1908. 1342

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—**SCHULDT & CO.**
Hongkong, 28th July, 1908. 1013

TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—**HUMPHREYS ESTATE AND FINANCE CO., LTD.**
Hongkong, 15th August, 1908. 1013

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.

For Particulars apply to—**C. SCHROETER,**
Care of G. SCHLA, BERNERS & Co., King's Buildings, 3rd Floor.
Hongkong, 8th August, 1908. 1164

TO LET

TO LET.

THE NEUK No. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

Apply to—**PERCY SMITH & SETH,**
No. 5, Queen's Road Central.
Hongkong, 9th September, 1908. 1279

SHIPPING.

ARRIVALS.

BENJAMIN, British str., 2520 H.W. Poo
23rd Sept.—Japan 18th September, Coal-
Gibb, Livingston & Co.
CATHERINE APOA, British str., 1730, W.D.
A. Thomas, 23rd Sept.—Calcutta & Straits
6th September, General—D. Sassoon & Co.
CHONGSHING, British str., 1256, V. McC.
Liddell, 22nd Sept.—Tientsin, via Ports
15th Sept., General—Jardine, Matheson
& Co.
DAKOTAH, British str., 2592, Ros, 23rd Sept.
San Francisco 1st Sept., Kerosene oil—
Standard Oil Co.
HAINAN, British str., 836, J. W. Evans, 23rd
Sept.—Fuzhou, Amoy and Swatow 22nd
Sept., General—Douglas, Lapraik & Co.
HANOI, French str., 742, J. Pannier, 22nd Sept.
Haiphong and Quing Chow Wan 17th
Sept., General—A. R. Marty.
KWANGLEE, Chinese str., 1486, R. Lincoln,
23rd September—Shanghai 20th Sept.,
General—China.
LONDON, British str., 2043, M. Knissel, 23rd
Sept.—Manila 24th September, General—
Hamburg, Amerika Linie.
P. E. FRIEDRICH, German str., 5001, E.
Malchow, 23rd Sept.—Yokohama 12th
Sept., General—Melchers & Co.
YATSHING, British str., 1424, M. Courtney,
23rd Sept.—Shanghai 19th Sept., and
Swatow 22nd, General—Jardine, Matheson
& Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
23rd September.
Amelia, German str., for Singapore.
Johari, British str., for Canton.
Cheongching, British str., for Yokohama.
Kwanglee, Chinese str., for Chinkiang.
Kwanglee, Chinese str., for Canton.
Kwanglee, German str., for Bangkok.
Tientsin, British str., for Amoy.
Yatshing, British str., for Canton.

DEPARTURES.

23rd September.
ANAKA, British str., for Saigon.
CHIEPHING, British str., for Swatow.
HAIOHING, British str., for Swatow.
LOOMING, British str., for Singapore.
INDRAMAYO, British str., for Singapore.
KWANGLEE, British str., for Canton.
KWANGLEE, Chinese str., for Shanghai.
SINGAN, British str., for Haikow.
TEAN, British str., for Manila.
TOONAN, Chinese str., for Canton.
YATOKU MARU, Japanese str., for Shanghai.

SHIPPING REPORTS.

The British str. Catherine APOA reports:
Fine weather, smooth sea, light breeze up to
Paracels, when encountered typhoon, from then
up strong Easterly wind and high irregular sea.

VESSELS IN DOCK.

September 23rd
ARRIVED DOCKS.—Protea, Germania.
KOWLOON DOCKS.—Borogon, H.M.S.
Whiting, U.S.S. Albatross, Montana, Kiang To,
Hupah, Heliopolis, China, Evers, Blanca.
COSMOPOLITAN DOCKS.—Pocahontas, Chin-
ning.

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE I.C.M. Steamship

"PRINZ EITEL FRIEDRICH"
Captain E. Malchow, will leave TO-DAY the
24th inst., at Noon.
NORDDEUTSCHER LLOYD.
MELOHRS & CO., Agents.
Hongkong, 21st September, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN"
Captain J. G. Olfert, will be despatched for
the above Ports TO-DAY, the 24th inst.,
at 1 P.M., instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 22nd September, 1908. 1306

FOR SAN FRANCISCO VIA PHILIPPINE ISLANDS.

THE Steamship

"DAKOTAH"
Capt. W. Ross, will be despatched as above on
or about 30th September, 1908.
For Freight and Passage, apply to—
STANDARD OIL CO. OF NEW YORK
Oriental Freight Department,
(Hotel Mansions).
Hongkong, 19th September, 1908. 1363

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALAKA
(Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK AND BOSTON.
S.S. "SHIMOSA" ... On 10th October.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong 23rd September, 1908. 1276

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAVRE AND ANTWERP.

THE Steamship

"GLENLOCHY"
Captain E. J. Stullard, will be despatched as
above on WEDNESDAY, the 14th October.
For Freight apply to
McGREGOR BROS. & CO.
Hongkong, 22nd September, 1908. 1341

UNITED STATES & CHINA JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"
Captain MacFarlane, will be despatched as
above on MONDAY, the 19th Oct.
For Freight, apply to
JARDINE, MATHESON & Co.
Agents.
Hongkong, 23rd September, 1908. 1345

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k".
nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	1	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 3rd Oct. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	1	MacFarlane	P. & O. S. N. Co.	About 7th October.
LONDON, HAVRE & ANTWERP	GLENLOCHY	Brit. str.	1	MacFarlane	McGREGOR BROS. & CO.	About 14th October.
ALB. ANDRIA, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kouss	HAMBURG-AMERIKA LINIE	About 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Sch. V. H. G.	HAMBURG-AMERIKA LINIE	On 4th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SLEBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 18th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k.w.	Girard	HAMBURG-AMERIKA LINIE	On 31st October.
MARSEILLES, &c. VIA PORTS OF CALL.	EMEREST SIMONS	Fr. str.	1	C. H. Butler	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANBA MARU	Jap. str.	1	Wm. Beinbridge	NIPPON YUSEN KAISHA	On 20th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	1	Wm. Beinbridge	NIPPON YUSEN KAISHA	On 14th Oct. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRAI QUEBAR	Dan. str.	1	E. Malchow	MELCHERS & CO.	Middle of October.
MARSEILLES, HAVRE & C. PENHAGEN.	P. E. FRIEDRICH	Ger. str.	1	B. Bednarz	MELCHERS & CO.	To-day, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	VORWARTS	Aus. str.	1	Karberg	SANDER, WIELER & Co.	About 25th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	VANDALIA	Ger. str.	k.w.	MacFarlane	HAMBURG-AMERIKA LINIE	On 28th inst.
NEW YORK	SHIMOSA	Brit. str.	1	W. Ross	DODWELL & CO., LD.	On 10th October.
NEW YORK & BOSTON	INDRANI	Brit. str.	1	W. Ross	JARDINE, MATHESON & Co., LD.	About 19th October.
NEW YORK VIA SUEZ CANAL	DAKOTAH	Brit. str.	2	Jas. Boyd	STANDARD OIL CO.	About 30th inst.
SAN FRANCISCO VIA PHILIPPINE ISLANDS	EMPEROR OF CHINA	Brit. str.	2	Jas. Boyd	CANADIAN PACIFIC R. CO.	On 28th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1	J. Nagao	CANADIAN PACIFIC R. CO.	On 3rd Oct. at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	INVERIC	Brit. str.	1	K. Kawara	DODWELL & CO. LTD.	On 28th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	1	A. E. Moses	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHIMANO MARU	Jap. str.	1	W. von Senden	NIPPON YUSEN KAISHA	On 13th Oct. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	1	N. Mathieson	MELCHERS & CO.	On 2nd Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	1	L. Dawson	MELCHERS & CO.	On 10th Oct. at 8 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE	Brit. str.	1	P. T. Helms	GIBB, LIVINGSTON & Co.	On 28th Oct. at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	KUWANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 2nd Oct. P.M.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	TUJARA	Dut. str.	1	P. Nalin	JAVA-CHINA-JAPAN LYN	On 12th October.
JAPAN	AMIRAL OLEY	Fr. str.	1	P. Nalin	MELCHERS & CO.	About 23rd inst.
CHONGWANGTAO, JAPAN, AMERICA &c.	ZIKREN	Ger. str.	1	E. W. Bruce	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUMATRA	Brit. str.	1	Robertson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHAOHSING	Brit. str.	1	Marlin	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
SHANGHAI	YATSHING	Brit. str.	1	Marlin	MELCHERS & CO.	About 28th inst.
SHANGHAI VIA SWATOW	CALEDONIAN	Fr. str.	1	Hildebrandt	HAMBURG-AMERIKA LINIE	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	SAMBA	Ger. str.	k.w.	MacFarlane	P. & O. S. N. Co.	About 1st October.
SHANGHAI, YOKOHAMA & KOBE	DELTA	Brit. str.	1	Richard	JARDINE, MATHESON & Co., LD.	On 1st Oct. at Noon.
SHANGHAI, NEWCHWANG & ANTUNG	WATSHING	Brit. str.	1	Bradley	JARDINE, MATHESON & Co., LD.	On 2nd Oct. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUWANO	Dut. str.	1	T. Yamaguchi	MELCHERS & CO.	On 3rd October.
SHANGHAI, YOKOHAMA & KOBE	PEIKING	Jap. str.	1	Eckhardt	NIPPON YUSEN KAISHA	On 5th October.
SHANGHAI, MOJI & KOBE	WAKAMATSU MARU	Jap. str.	k.w.	Jurissies	HAMBURG-AMERIKA LINIE	On 18th October.
SHANGHAI, YOKOHAMA & KOBE	SEIKO MARU	Dut. str.	1	Ijichi	JAVA-CHINA-JAPAN LYN	Quick despatch.
SHANGHAI	THOSU MARU	Jap. str.	1	I. Sakurai	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 A.M.
AMPING VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1	J. W. Evans	OSAKA SHOSSEN KAISHA	On 27th inst., at 2 P.M.
TAMSAI VIA SWATOW & AMOY	HAINAN	Brit. str.	1	G. Hooker	DOUGLAS LAFRAIK & Co.	To-morrow, at 2 P.M.
SWATOW, AMOY & FOOCHOW	KUWANO	Brit. str.	1	Imbren	BUTTERFIELD & SWIRE	To-morrow, at 2 P.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	CHIHLE	Brit. str.	1	S. J. Payer	BUTTERFIELD & SWIRE	On 28th inst., at 9 A.M.
HOIHOW & HAIPHONG	LOONGSANG	Brit. str.	1	R. B. B. B.	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	1	R. W. Almond	SHEWAN TOMES & Co.	On 28th inst., at Noon.
MANILA	RUBI	Brit. str.	1	P. H. Rolfs	SHEWAN TOMES & Co.	On 3rd Oct. at Noon.
MANILA	TUENSANG	Brit. str.	1	F. Scholten	JARDINE, MATHESON & Co., LD.	On 2nd Oct. at 4 P.M.
KUDAT & SANDAKAN	BOERNE	Brit. str.	1	A. M. G. G.	MELCHERS & CO.	Middle of October.
BOMBAY VIA SINGAPORE & COLOMBO	TAKASAKI MARU	Jap. str.	1	J. G. Olfert	NIPPON YUSEN KAISHA	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	1	M. K. K.	DAVID SASSOON & Co., LTD.	To-day, at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	CHUNSHANG	Brit. str.	1	M. K. K.	JARDINE, MATHESON & Co., LD.	On 26th inst., at 1 P.M.
SINGAPORE, COLOMBO & ODESSA	LITVANIA	Dan. str.	1	M. K. K.	MELCHERS & CO.	On 1st October.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	1	M. K. K.	JARDINE, MATHESON & Co., LD.	On 9th Oct. at 1 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIMARI	Dut. str.	1	M. K. K.	JAVA-CHINA-JAPAN LYN	Quick despatch.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA
KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND
YOKOHAMA.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
Queen's Buildings.

Hongkong, 22nd September, 1908.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
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DODWELL & CO., LIMITED,
GENERAL AGENTS,
Queen's Buildings.

Hongkong, 22nd September, 1908.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
between the Pacific and the Atlantic, sailing 8 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
Tons. LEAVE HONGKONG. ARRIVE VANCOUVER.

"EMPEROR OF CHINA" 6,000 " SATURDAY, 28th Sept. 17th Oct.
"MONTAGLE" 6,163 " SATURDAY, 3rd Oct. 27th Oct.
"EMPEROR OF INDIA" 6,000 " SATURDAY, 17th Oct. 7th Nov.
"EMPEROR OF JAPAN" 6,000 " SATURDAY, 7th Nov. 28th Nov.
"EMPEROR OF CHINA" 6,000 " SATURDAY, 28th Nov. 19th Dec.
"MONTAGLE" 6,163 " SATURDAY, 12th Dec. 5th Jan. 09.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTAGLE", "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class 240, " 242.
Intermediate on Steamers 240, " 242.
and 1st Class Railways

First Class rate to London includes cost of meals and berth in Sleeping Car while crossing
the American Continent by Canadian Pacific direct line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Service, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

FOR NEW YORK VIA SUEZ CANAL.

FOR LONDON, HAVRE AND ANTWERP.

FOR SINGAPORE, PENANG AND CALCUTTA.

FOR BATAVIA, CHERIBON, SAMARANG, &c.

FOR MANILA, CEBU, DAVAO, &c.

FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, &c.

FOR HONGKONG, KOWLOON, &c.

FOR SWATOW, AMOY, &c.

FOR TIENTSIN, PEKING, &c.

VESSELS ON THE BERTH.



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM (FOR
TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZUKI and PORT SAID.
Taking Cargo at through rates to the BRASIS
to Red Sea, Black Sea, Levant,
VENICE and ADRIATIC PORTS.

THE Company's Steamship

"VORWAERTS,"
Capt. Bednarz, will be despatched as above
on or about the 25th September.

This steamer has splendid accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight
apply to
SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 28th August, 1908. 3

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
Captain T. H. Hilde, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for Bombay, &c., on SATURDAY,
the 3rd October at Noon, taking passengers
and cargo for the above port in connection
with the Company's s.s. "VICTORIA," 7,000
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "PERSIA," due
in London on the 14th November, 1908.

Passage will be received at this Office until
4 P.M. the day before sailing. The contents
and value of

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SUMATRA, and YOKOHAMA.	DELTA	About 25th Sept.	Freight and Passage.
SHANGHAI	DELTA	About 1st Oct.	Freight and Passage.
LONDON via Usual Ports or CALL.	DEVANTRA	Noon, 3rd Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	NORE	About 7th Oct.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO, and TIENSIN	"KUEICHOOW"	On 25th Sept., 2 P.M.
SHANGHAI	"SHAOSHING"	On 25th Sept., 4 P.M.
HOIHOW and HAIPHONG	"CHIEHLI"	On 26th Sept., 9 A.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"TAIYUAN"	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

"REDUCTION" SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 24th September, 1908.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
* TAMBUI via SWATOW, { "DALIN MARU" } SUNDAY, 27th Sept.		
* ANPING via SWATOW, { "SHOSHU MARU" } WEDNESDAY, 30th Sept.		

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 21st September, 1908.

T. ABIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Friday, 25th Sept., 4 P.M.
* SHANGHAI via SWATOW	"YATSHING"	Friday, 25th Sept., 4 P.M.
* SHANGHAI via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"CHUNSHANG"	Saturday, 26th Sept., 1 P.M.
* SHANGHAI via NEWCASTLE and AUSTON	"WAISHING"	Thursday, 1st Oct., Noon.
* SHANGHAI via YOKOHAMA, KOBE, and MOJI	"KUNSHANG"	Friday, 2nd Oct., Noon.
* MANILA	"YUENSANG"	Friday, 2nd Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUNSHANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 24th September, 1908.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
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TAKING Cargo at Through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ALEXANDRIA, ANTWERP & HAMBURG:
S.S. SAMBIA ... 30th Sept.	S.S. SPESIA ... About 28th Sept.
S.S. SENEGAMBIA ... 18th Oct.	FOR HAVRE & HAMBURG:
S.S. SITHONIA ... 23rd Oct.	S.S. BRASILIA ... 4th Oct.
S.S. SCANDIA ... 10th Nov.	S.S. SILESIA ... 18th Oct.
S.S. BRISGAVIA ... 18th Nov.	S.S. SAMBIA ... 31st Oct.
S.S. DORTMUND ... 28th Nov.	
For NEW YORK ... S.S. VANDALIA ... On 28th September.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE

Hongkong, 24th September, 1908.

Hongkong Office.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SINGAPORE, COLOMBO & ODESSA...	"LITUANIA"	On 1st October.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	On 3rd October.
MARSEILLES, HAVRE, and COPENHAGEN...	"TRANQUEBAR"	Middle of October.

For Further Particulars, apply to

MELOHERS & CO.,
AGENTS.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

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CONNECTING WITH CANADIAN PACIFIC RAILWAY.

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† AMIRAL OLRY ... 12th Oct. = CEYLAN ... 26th Nov.

= CORSE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

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FRENCH MAIL OFFICE.

Hongkong, 18th September, 1908.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 26th Sept. Noon.
BUBI	2540	R. W. Alford	Manila	On 3rd Oct. Noon.

For Freight or Passage apply to—

WAN, TOMES & CO.,
GENERAL MANAGERS

Hongkong, 21st September, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP via SINGAPORE	Capt. C. H. Butler, Tons 6134	WEDNESDAY, 30th Sept., at Daylight
COLOMBO, PENANG, PORT SAID, INABA MARU	Capt. Wm. Bairbridge, Tons 6189	WEDNESDAY, 14th Oct., at Daylight
SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and TOSU MARU	Capt. J. Nagao, Tons 5233	SATURDAY, 26th Sept., at 4 P.M.
SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and SHINANO MARU	Capt. K. Kawa, Tons 6333	TUESDAY, 13th Oct., at 4 P.M.
SYDNEY and MELBOURNE, NIKKO MARU	Capt. A. E. Moss, Tons 5559	FRIDAY, 2nd Oct., at Noon
ISLAND, TOWNSVILLE, KUMANO MARU	Capt. N. Matheson, Tons 5076	FRIDAY, 30th Oct., at Noon
BOMBAY via SINGAPORE, TAKASAKI MARU	Capt. A. Mocker, Tons 4743	WEDNESDAY, 30th Sept., at Noon
NAGASAKI, KOBE and KUMANO MARU	Capt. N. Matheson, Tons 5076	WEDNESDAY, 30th Sept., at Noon
YOKOHAMA ... KANAGAWA MARU	Capt. N. Ohno, Tons 6189	FRIDAY, 2nd Oct., at Noon
KOBE and YOKOHAMA ... WAKAMIYA MARU	Capt. T. Yamawaki, Tons 4723	MONDAY, 5th Oct., at Noon

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong 23rd September, 1908.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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Japan Office:—14, WATER STREET, YOKOHAMA.

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STEAMSHIP SERVICE:—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route. (International Train de Luxe).

MAIN RAILWAY LINE:—Tri-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains at Harbin) by a train composed of excellent Pullman Co. "This Service is available after middle of September by the Pullman Co."

BRANCH RAILWAY LINES:—

RYOYUN LINE:—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE:—For Yingkou (Newchwang), 3 hours from Dairen.

FUSHUN LINE:—For the famous Fushun Collieries from Sachiatun Junction.

ANTUNG-HAIEN LINE:—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS:—"YAMATO" HOTELS (Tel. Ad. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and KWANTUNG, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

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1303

SHIPPING IN PORT.

STEAMERS.	SAILING VESSELS.
AMERICA, German str., 5,239, Deina, 20th Sept.	WAIHING, British str., 1,170, W. F. Bickard, 21st September—Wakamatsu 16th Sept.
—Shanghai 18th September, General—Hamburg-Amerika Line.	Coal—Jardine, Matheson & Co.
ANGUS, German str., 1,901, Kumpel, 22nd Sept.	ZAFIRO, British str., 1,819, R. Rodger, 2nd September—Manila 19th Sept. General—Shewan, Tomes & Co.
—Bangkok 12th Sept., and Hoihow 21st, Rice—Butterfield & Swire.	ECLIPSE, British 4-masted bark, 2,963, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.
ANHUI, British str., 1,350, Plunkett Cole, 15th September—Moji 10th September, Coal—Shewan, Tomes & Co.	JUTERPOLIS, British ship, 2,435, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.
ARABIA, German str., 2,863, Neumann, 21st September—Portland 18th August, and Nagasaki 16th Sept. Flour—P. A. S.S. Co.	KING GEORGE, British ship, 2,057, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.
CHINA, American str., 3,186, D. E. Friele, 18th September—San Francisco 18th Aug., and Manila 16th Sept., Mails and General—Pacific Mail Steamship Co.	LYNDHURST, British 4-masted bark, 2,500, Farnell, 13th September—Bangkok 25th August—Case Oil—Standard Oil Co.
CROWA, German str., 1,655, C. Reber, 22nd Sept.—Bangkok and Swatow 21st Sept., Rice and Timber—Butterfield & Swire.	
CROWNAL, German str., 1,115, W. Moller, 16th Sept.—Bangkok 8th September, Rice and Wood—Melchers & Co.	
DERWENT, British str., 1,561, J. Jenkins, 16th September—Saigon 12th Sept., General—Chinese.	
EMPEROR OF CHINA, British str., 3,045, R. Archibald, 17th September—Vancouver, B.C. 26th Aug. and Shanghai 14th Sept., Mails and General—C.P.R. Co.	
FITZPATRICK, British str., Williams, 10th Sept.—Penang 30th Aug., General—Order.	
GERMANIA, German str., 1,000, Flugel, 21st September—Sydney 8th August, Copra—Siemens & Co.	
GREGORY APCOM, British str., 2,361, S. H. Bolmer, 17th Sept.—Calcutta & Singapore 12th 8th Sept.—Dayton S. S. Co.	
HALLANDIA, British str., 2,838, G. Elliott, 21st September—Moji 16th September, Coal—Order.	
HARBAR, British str., 2,418, C. E. Bignell, 20th September—Morrison and Moji 14th September, Coal—Order.	
HELIOPOLIS, British str., 2,967, J. W. Martin, 18th September—from Chiuwantao—Gibb, Livingstone & Co.	
HUPON, British str., 1,304, G. J. Spink, 10th September—Hongkong and Hoihow 9th September, General—Butterfield & Swire.	
INVERIC, British str., 3,113, Jas. Boyd, 19th September—Tacoma and Manila 16th Sept., Flour—Dorwell & Co.	
JAPAN, British str., 3,806, J. G. Olfert, 19th September—Kobe 14th September, General—David Sassoon & Co., Ltd.	
KIANGPOO, Chinese str., 1,222, Briesander, 13th September—Chinkiang 8th Sept., General—Chinese.	
KUICHOW, British str., 1,215, G. Hooker, 21st September—Tientsin September 15th, and Weihaiwei 17th, General—Butterfield & Swire.	
KWANGSIN, British str., 1,228, Stott, 21st Sept.—Chefoo 18th Sept., General—Butterfield & Swire.	
MANCHURIA, American str., 2,750, J. W. Saunders, 20th September—San Francisco 25th August, Mails and General—Pacific Mail Steamship Co.	
MARIE, German str., 1,159, Christiansen, 20th September—Salina Cruz 11th Aug., Ballast—China Commercial Steamship Co.	
MICHAEL JENSEN, German str., 951, H. Bendixen, 12th September—Samarang 2nd September, Sugar—Jensen & Co.	
MONTANUS, American str., 211, C. Camus, 4th September—Manila 1st Sept., Ballast—Master.	
MONTEAGUE, British str., 6,163, W. Davison, 9th September—Vancouver 15th August, and Shanghai 8th Sept., General—C. P. R. Co.	
QUINTA, German str., 937, F. Frahn, 21st Sept.—Samarang 11th Sept., Sugar—Siemens & Co.	
RAJAH, German str., 2,200, R. Petersen, 14th Sept.—Bangkok and Kobiobang 7th Sept., Wood, Salt, Rice and Meal—Butterfield & Swire.	
SHANTUNG, British str., 1,835, Robinson, 14th September—Sourabaya 7th September, Sugar—Butterfield & Swire.	
SHAOHONG, British str., 1,812, W. McIntosh, 20th Sept.—Shanghai 17th Sept., General—Butterfield & Swire.	
SIBERIA BLANCA, British str., 2,338, H. de Gruy, 24th September—Iloilo and Manila 17th September, General—Order.	
TAISEUN, Chinese str., 1,264, Klopfer, 19th September—Shanghai 16th Sept., General—Chinese.	
TELEMACHUS, British str., 1,340, J. Williams, 15th September—Saigon 11th Sept., General—Chinese.	
TIENSIN, British str., 1,223, E. L. Monkman, 19th September—Ningpo 16th September, General—Butterfield & Swire.	
TJIMARI, Dutch str., 2,499, J. Bonman, 18th September—Amey 17th Sept., General—Java-China-Japan Line.	
TIPIANAS, Dutch str., 2,444, A. Pander, 18th September—Macassar 10th Sept., General—Java-China-Japan Line.	
TOSA MARU, Japanese str., 2,610, J. Nagao, 16th September—Japan and Shanghai 13th Sept., Match, Tea and General—Nippon Yusen Kaisha.	
TEIUMEH, German str., 760, Hansen, 20th September—Haiphong Sept. 16th, and Hoihow 19th, Rice and General—Jensen & Co.	
VORWARTS, Austrian str., 3,727, B. Bednars, 21st Sept.—Shanghai 18th September, General—Sander, Wieler & Co.	
	His BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
	Alacrity, despatch boat, 700 tons, 10 guns, 3000 h.p., Com. C. T. Fuller, Woolong.
	Aetna, 2nd class cruiser—4330 tons, 10 guns, 7000 h.p., Captain F. E. O. Ryan, Christmas Island.
	Bedford, British cruiser, Capt. S. E. Brinkes, R.N., Hakodate.
	Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. D. Bridgman, Tangier.
	Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Tangier.
	Cadmus, British ship, 1070 tons, Comdr. B. L. Majorda, Hongkong.
	Clio, British ship, 1070 tons, Comdr. C. D. S. Ralke, Hongkong.
	Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. G. Gresson, Weihaiwei.
	Flora, 2nd class cruiser, 4360 tons, 10 guns, 3000 h.p., Capt. Roland Nugent, Shanghai.
	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Weihaiwei.
	Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, Weihaiwei.
	Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3800 h.p., Lt. Comdr. C. A. Freemantle, Weihaiwei.
	Kent, armed, 8800 tons, 14 guns, 22000 h.p., Capt. C. C. Marescaux, Hakodate.
	King Alfred, British cruiser, lag ship of Vice-Admiral the Hon. Sir H. North Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton-Baker, Hakodate.
	Kinsla, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tennyson, Yangtze.
	Merlin, surveying ship, 1080 tons, 6 guns, 1400 h.p., Comdr. H. H. Walter, Jeddah.
	Monmouth, cruiser, 8800 tons, Capt. G. W. Smith, Hakodate.
	Monken, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.
	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtze.
	Otter, torpedo boat destroyer, 385 tons, 0 guns, 6300 h.p., Paid off.
	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, Hongkong.
	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickle, Hongkong.
	Salpe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.
	Taku, torpedo boat destroyer, 300 tons, 2 guns, Hongkong.
	Tamar, receiving ship, 4600 tons, 6 guns Rear Admiral Stokes, Hongkong.
	Tesl, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.
	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Tangier.
	Vinago, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevens, Weihaiwei.
	Waterwitch, surveying ship, 620 tons, 4501 h.p., Lieut. Comdr. H. P. Douglas, Port Swettenham.
	Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5900 h.p., Lieut. Comdr. J. Kiddle, Hongkong.
	Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Lt. Comdr. John P. Knox, Yangtze.
	Woodcock, gunboat, 150 tons, 2 guns, 850 h.p., Lieut. Comdr. H. R. V. Cottrell, Dornier, Yangtze.

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING

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Sole Agents.

THE DIRECTOR AND CHRONICLER FOR 1908

Copies may be obtained at the "Hongkong Daily Press" Office or from Booksellers throughout the Far East.
Hongkong, 16th February, 1908.

